

BookletChartTM

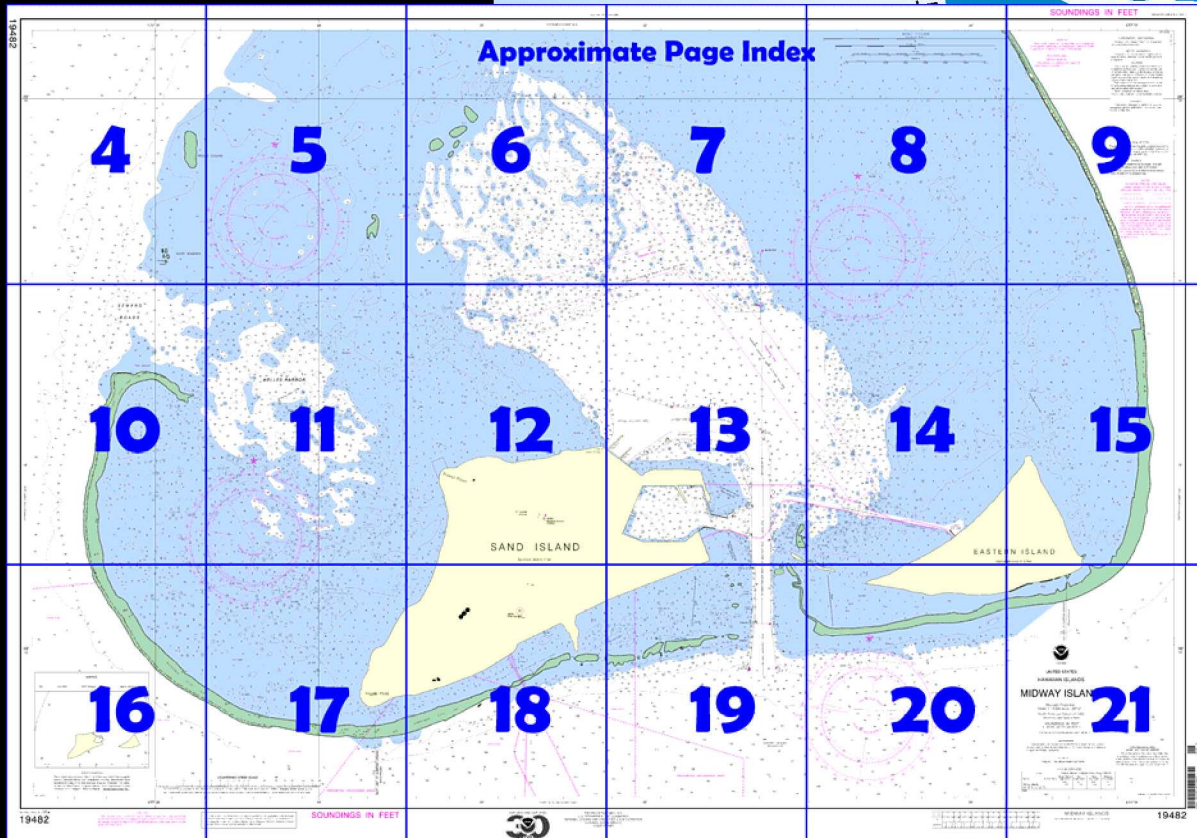
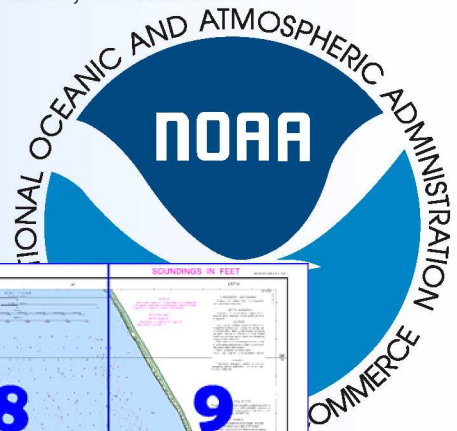
Midway Islands

(NOAA Chart 19482)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

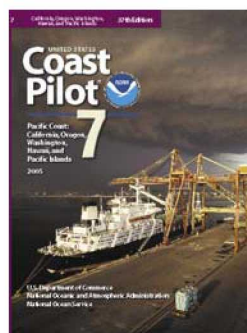
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 14 excerpts]

(958) **Midway Islands**, 1,150 miles WNW of Honolulu, were discovered in 1859 by Captain N. C. Brooks, an American shipmaster on the Hawai'ian vessel GAMBIA; possession was taken on behalf of the United States on September 30, 1867, by Captain William Reynolds of the U.S.S. LACKAWANNA. The circular atoll is 6 miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the

W side, and another opening has been dredged on the S side. The reef rises abruptly from deep water and there are no off-lying rocks or shoals; breakers mark all seaward sides of the reef. The enclosed islands average 12 feet high with a maximum height of 45 feet. Numerous birds, especially albatross, nest on the islands and are sometimes a hazard to landing or departing airplanes.

(959) The Midway Islands, not part of the State of Hawaii, are under the administration of the Department of the Interior **Midway Atoll National Wildlife Refuge**.

(960) Requests for emergency entry of vessels in distress should be made by any means possible to the Joint Rescue Coordination Center (JRCC), Honolulu, Hawaii (808-541-2500). JRCC will then obtain entry approval or denial from the USFWS Refuge Manager and provide a response to the requester.

(961) Non-emergency entry requests must be approved in advance by contacting the USFWS Refuge Manager. Additionally, the Midway harbormaster can be reached by VHF-FM radio channel 16.

(962) **Eastern Island**, at the SE end of the atoll, is triangular in shape, about 1.2 miles long, and 6 to 12 feet high.

(963) **Sand Island**, on the S side of the atoll, is about 2 miles long in a SW direction and is composed of white coral sand. Prominent from offshore are the towers, tanks, and radio masts of the naval installations and a group of trees on the N side of the island. An aerolight is on top of the tallest tank in the N central part of the island.

(964) **Welles Harbor** is the area inside the gap in the barrier reef on the W side of the atoll. The harbor was formerly used to a considerable extent as an anchorage by ships calling at Midway, but since the dredging of the ship channel and harbor between Sand and Eastern Islands, Welles Harbor is little used. Navigation in this area should not be attempted.

(965) Marked dredged channels through the S reef lead to deepwater basins on the E and NE sides of Sand Island, and to a small-craft basin on the W side of Eastern Island. The entrance channel is marked by a lighted buoy and a **395.5°** lighted range. (**Consult the United States Fish and Wildlife Service for latest controlling depths in channels and alongside piers.**)

(966) The established anchorage area is NE of Sand Island. Outside anchorage is available in depths of 15 to 25 fathoms E of the main channel sea buoy; this anchorage is fair during NE winds, but should not be attempted during winds from other quadrants. Anchorage S of Sand Island is prohibited to avoid possible fouling of the San Francisco-Honolulu-Midway-Guam-Manila cable.

(967) Vessels approaching Midway Islands are reminded that entry into the Midway Atoll National Wildlife Refuge is prohibited without prior approval. In approaching from any direction, vessels will remain 3 miles off until S of the entrance. Then vessels should steer a course to pass through a position (28°09'25"N., 177°21'15"W.) about 2 miles S of Midway Channel Entrance Lighted Buoy 1, then steer a N course heading directly between Sand and Eastern Islands until the channel is made out, then steer on the range. Due to the prevailing E winds and W set of current, caution must be exercised in entering. Drift and leeway should be anticipated, and sufficient speed should be maintained at all times to control the vessel. (See discussion of currents in the channel.)

(968) Radar and visual contact have been frequently made with the radio towers on Sand Island at distances in excess of 20 miles.

(969) The best radar returns are the SE edge of Sand Island, the stranded wreck on E edge of the entrance channel, the radio towers on Sand Island, an unlighted platform on the N side of the atoll, and the W tip of Eastern Island.

(971) The current off the main entrance channel usually sets W with a velocity of about 2 knots. Within the channels, the current changes direction with velocities of 2 to 8 knots, depending on the weather; extreme caution is necessary to avoid being carried outside the channel limits. It is reported that during heavy gales Welles Harbor is full of strong currents caused by the sea forced over the reefs.

(977) Two deepwater piers are on the NE side, and one smaller pier is in the inner harbor on the E side of Sand Island; a small-craft pier is on the W side of Eastern Island.

(978) Provisions, jet fuel (JP-5), and water are not available for commercial use, except in case of emergency. Limited emergency repairs can be made to vessels, but there are no drydocking facilities. Tugs are available; there is a 20-ton mobile crane for use in emergencies.

Table of Selected Chart Notes

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat. 28°13'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER


CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
Numerous coral heads, in addition to those shown, exist outside of the dredged area.

For Symbols and Abbreviations see Chart No. 1

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

<p>NOTE C SHIP REPORTING SYSTEM</p> <p>The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.</p>	<p>NOTE B AREA TO BE AVOIDED</p> <p>All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).</p>
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SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot,

TIDAL INFORMATION				
Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Midway Islands (28° 13' N/ 177° 22' W) (500)	1.2	1.0	0.2	----

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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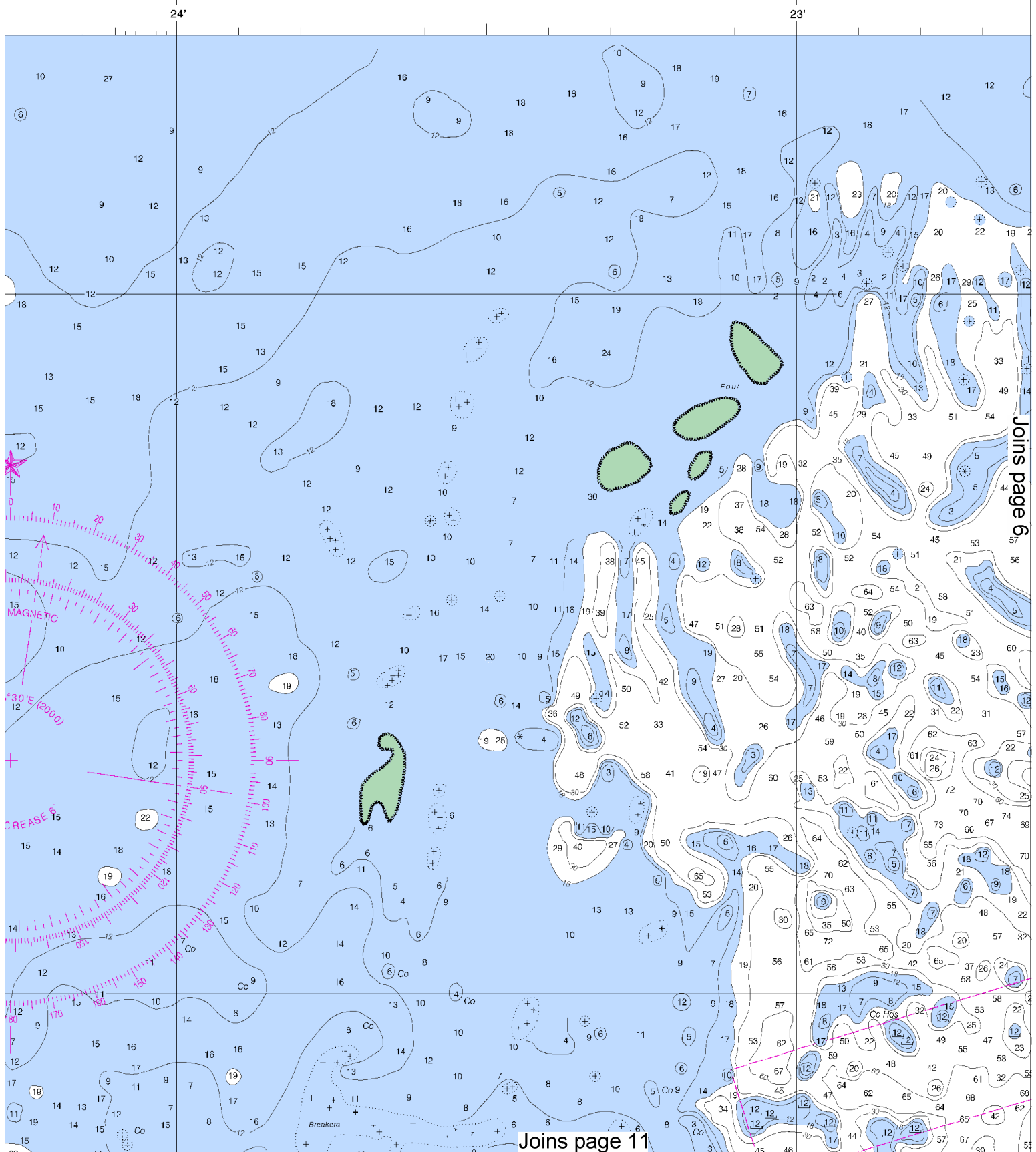
Printed at reduced scale.

~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.

CALL 1-10-0
Nautical Miles

Yards



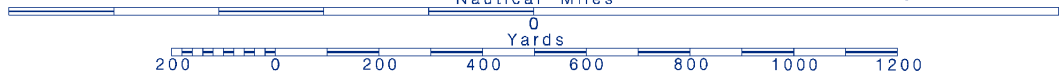
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

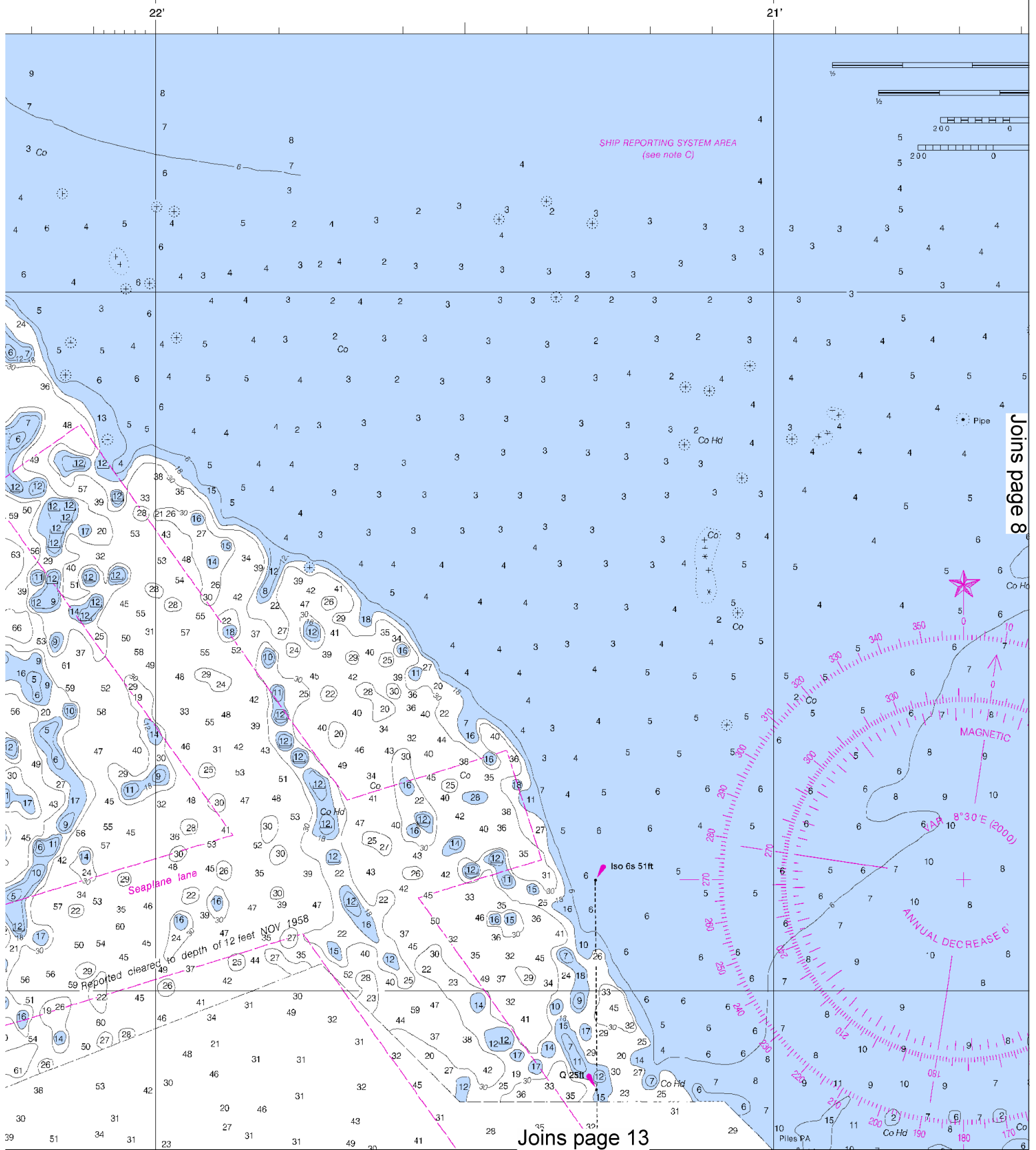
6



~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .



See Note on page 5.

Joins page 14

Nautical Chart Catalog No. 2, Panel D



Joins page 4

14'

SEWARD ROADS

Foul ground

Submerged coral reef

WELL

CONTINUED ON CHART 19481

13'

Joins page 16

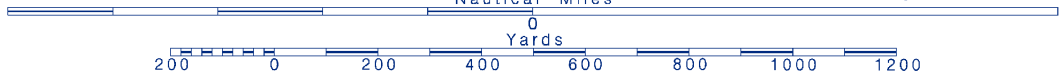
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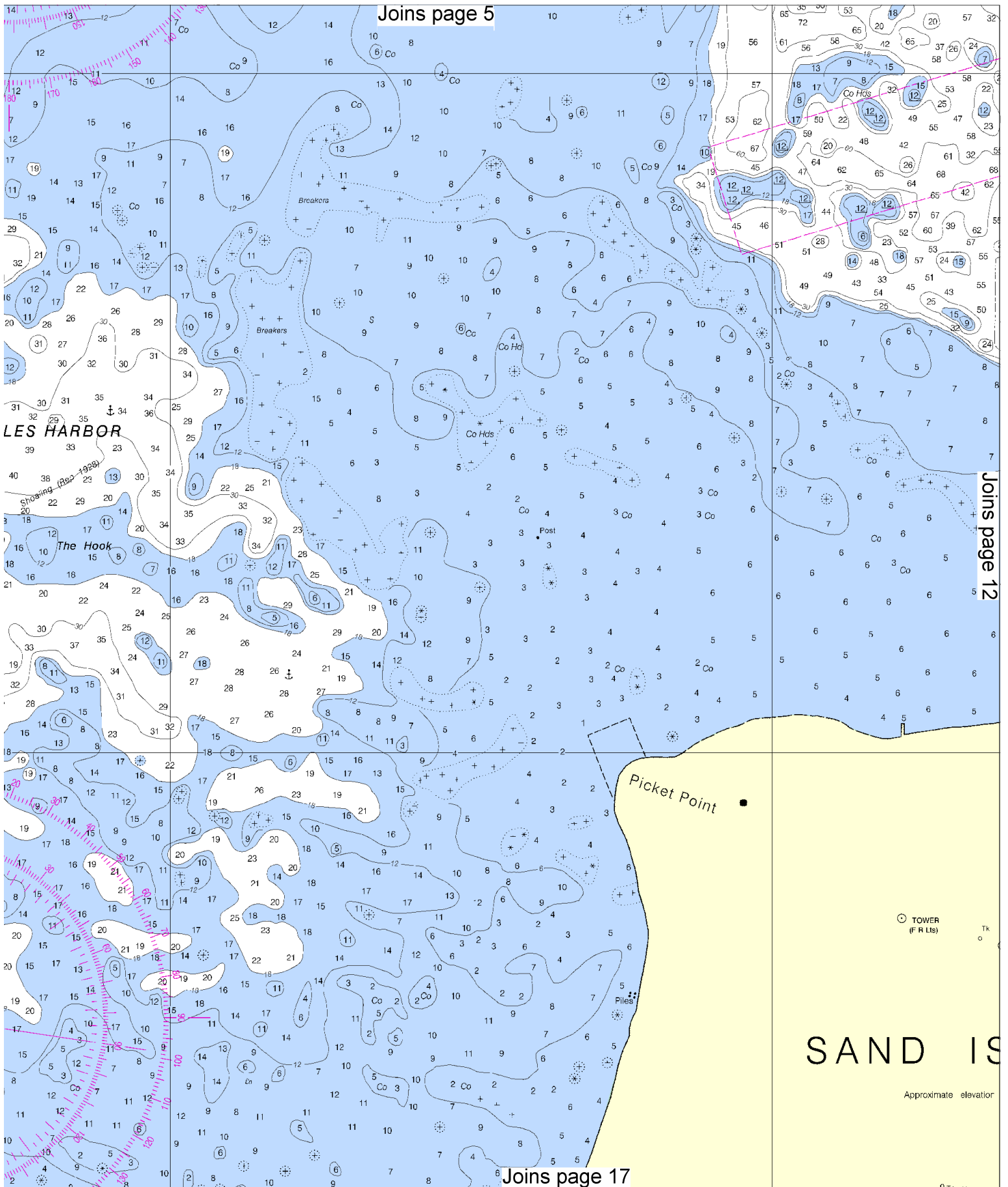


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





TOWER
(FR Lts)

SAND IS

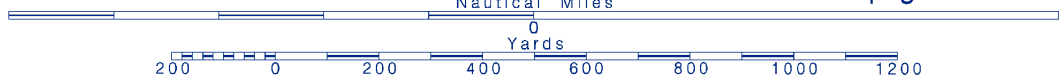
Approximate elevation

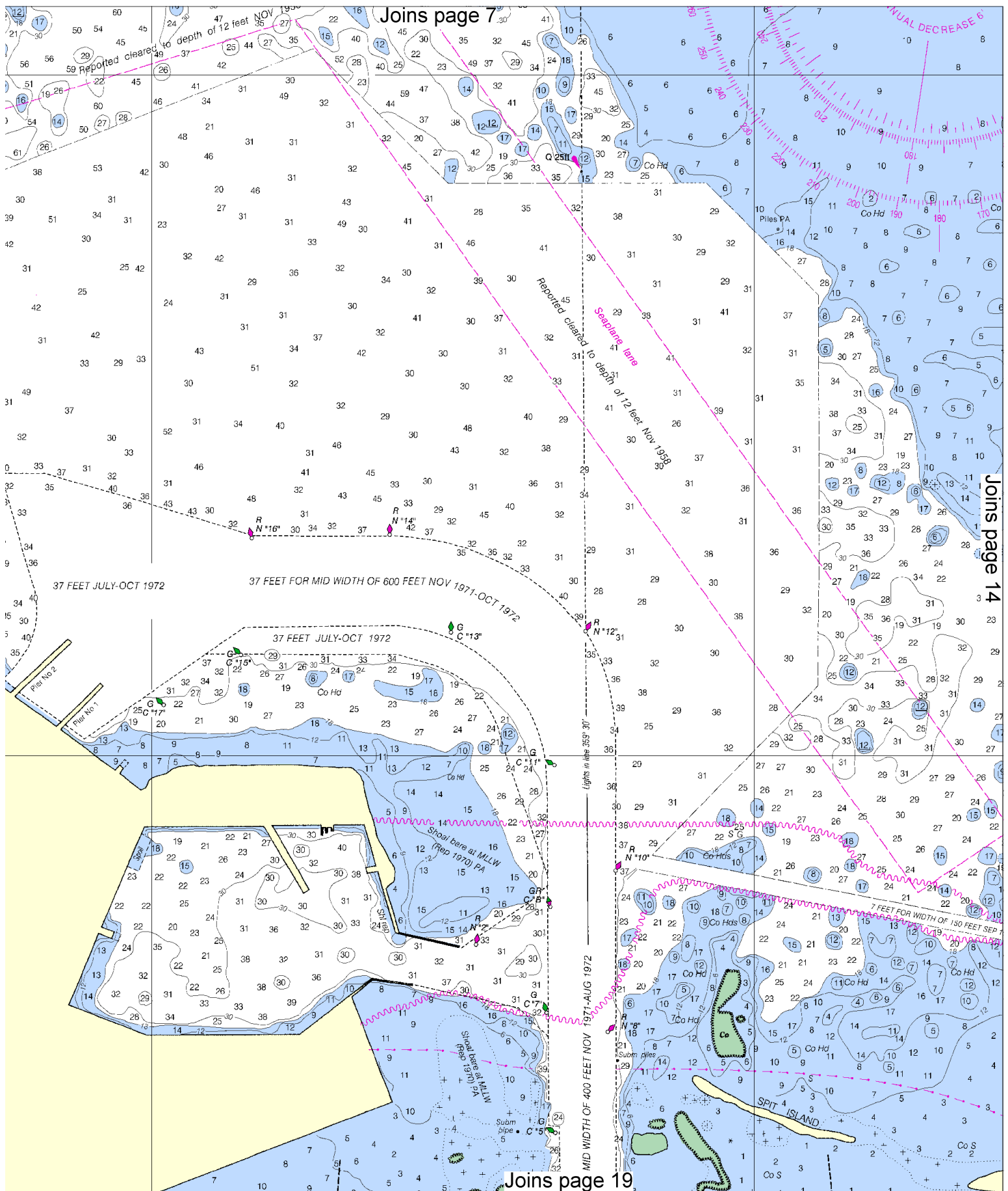
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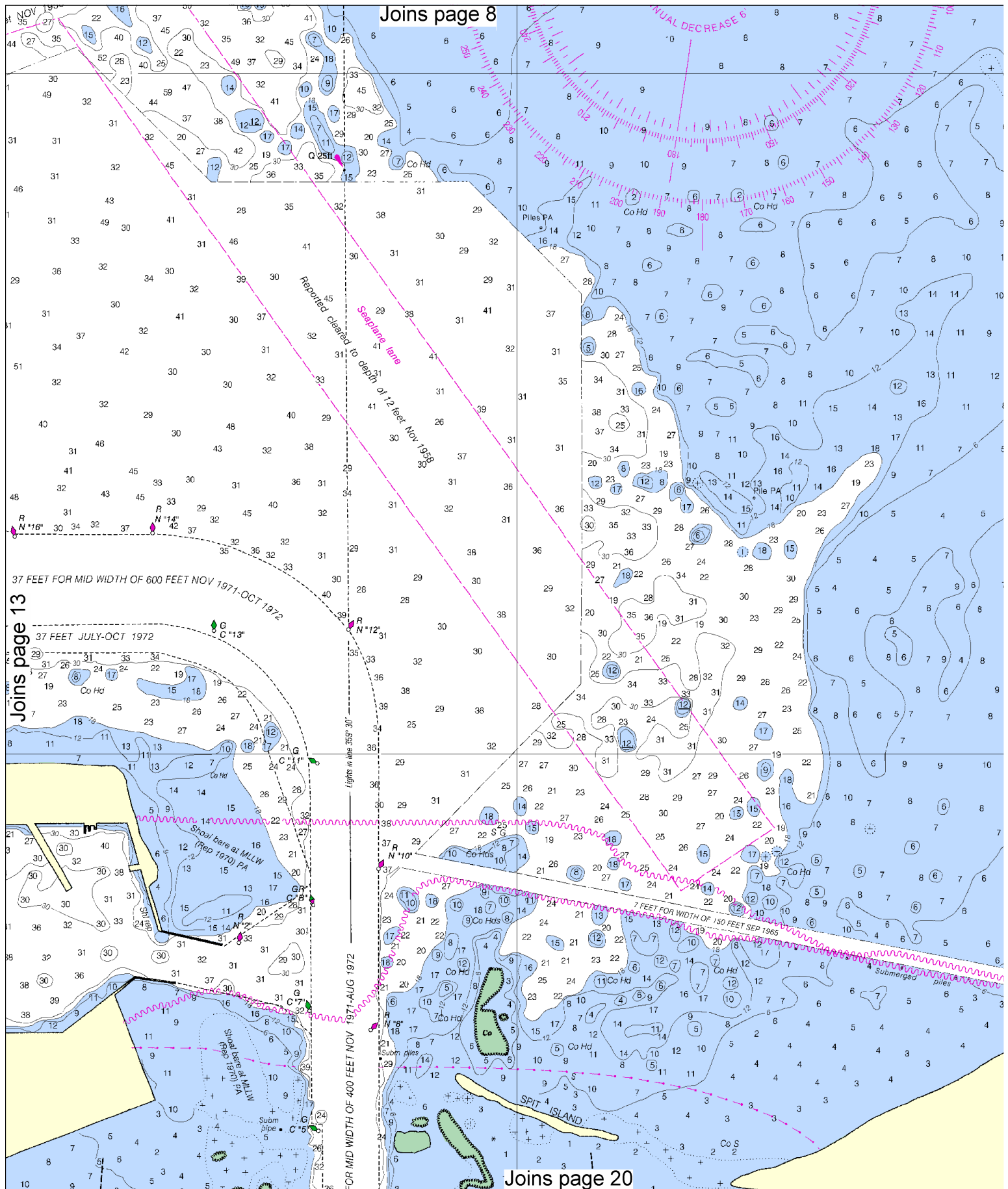


Printed at reduced scale. ~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.







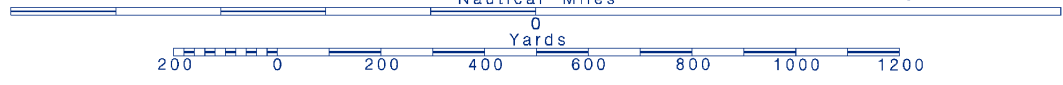
14



Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



Joins page 9

14'

13'

CONTINUED ON CHART 19481

EASTERN ISLAND

Approximate elevation 12 feet

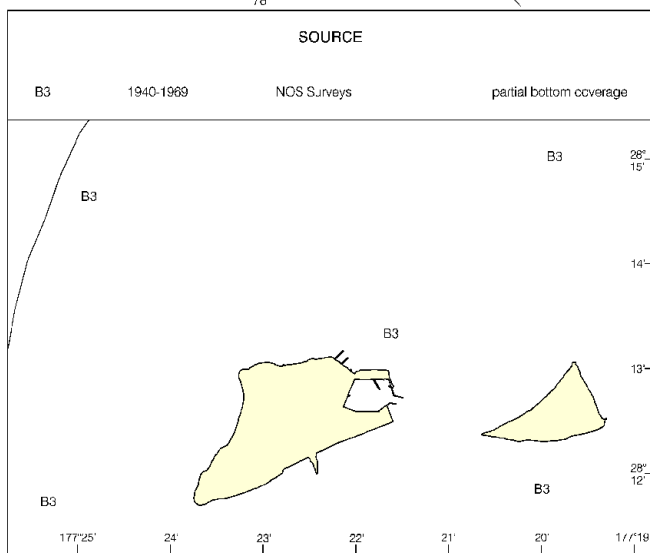
Joins page 21

57

Joins page 10

28°
12'

SHIP REPORTING SYSTEM AREA
(see note C)



177°25'15.6"W

28°11'12.7"N

177°25'

LOGARITHMIC SPEED SCALE

To find SPFFD, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 11

9th Ed., Dec. 9 / 00

19482

CAUTION

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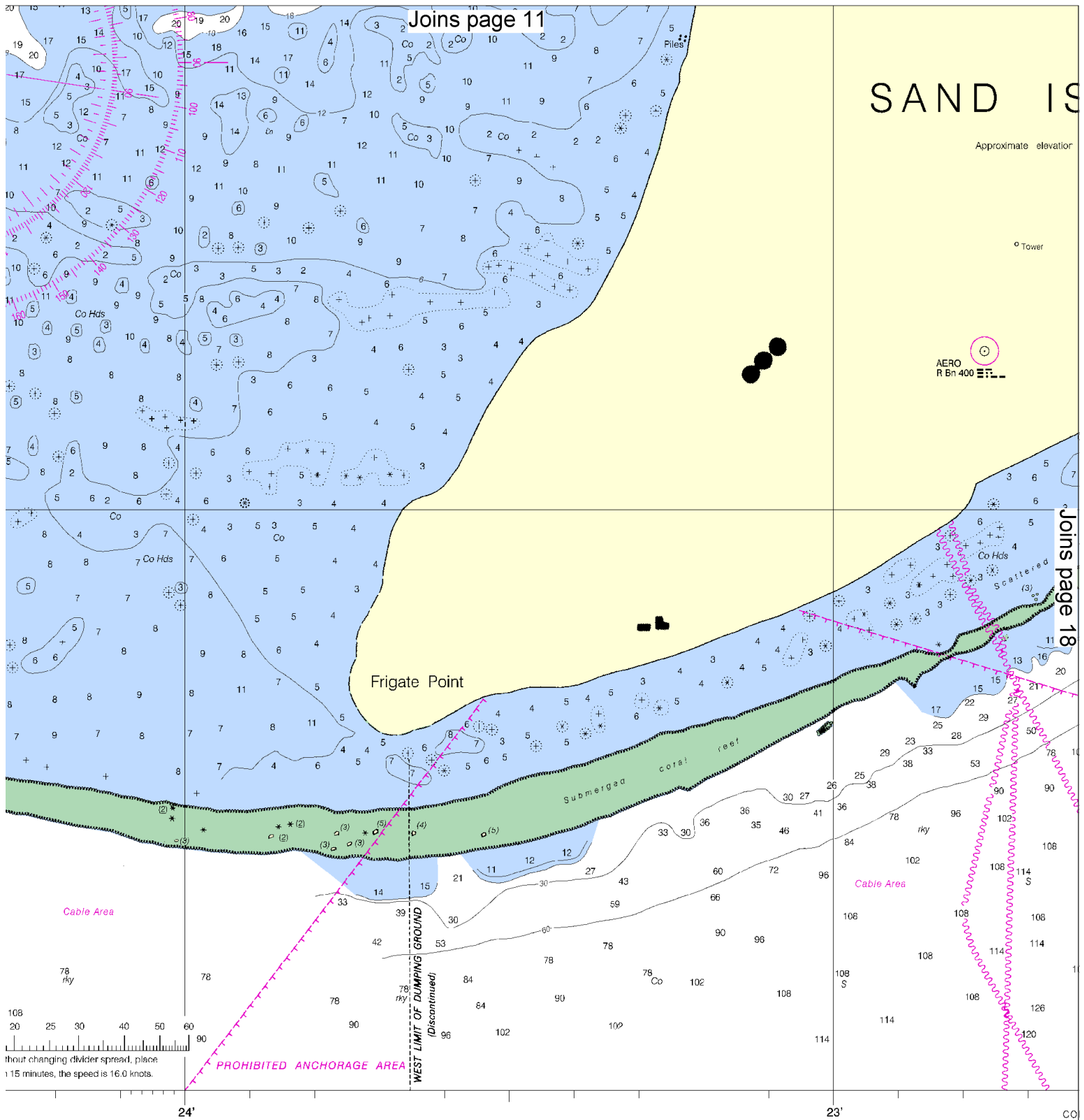


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SCALE 1:10,000
Nautical Miles

See Note on page 5.

Yards
200 0 200 400 600 800 1000 1200



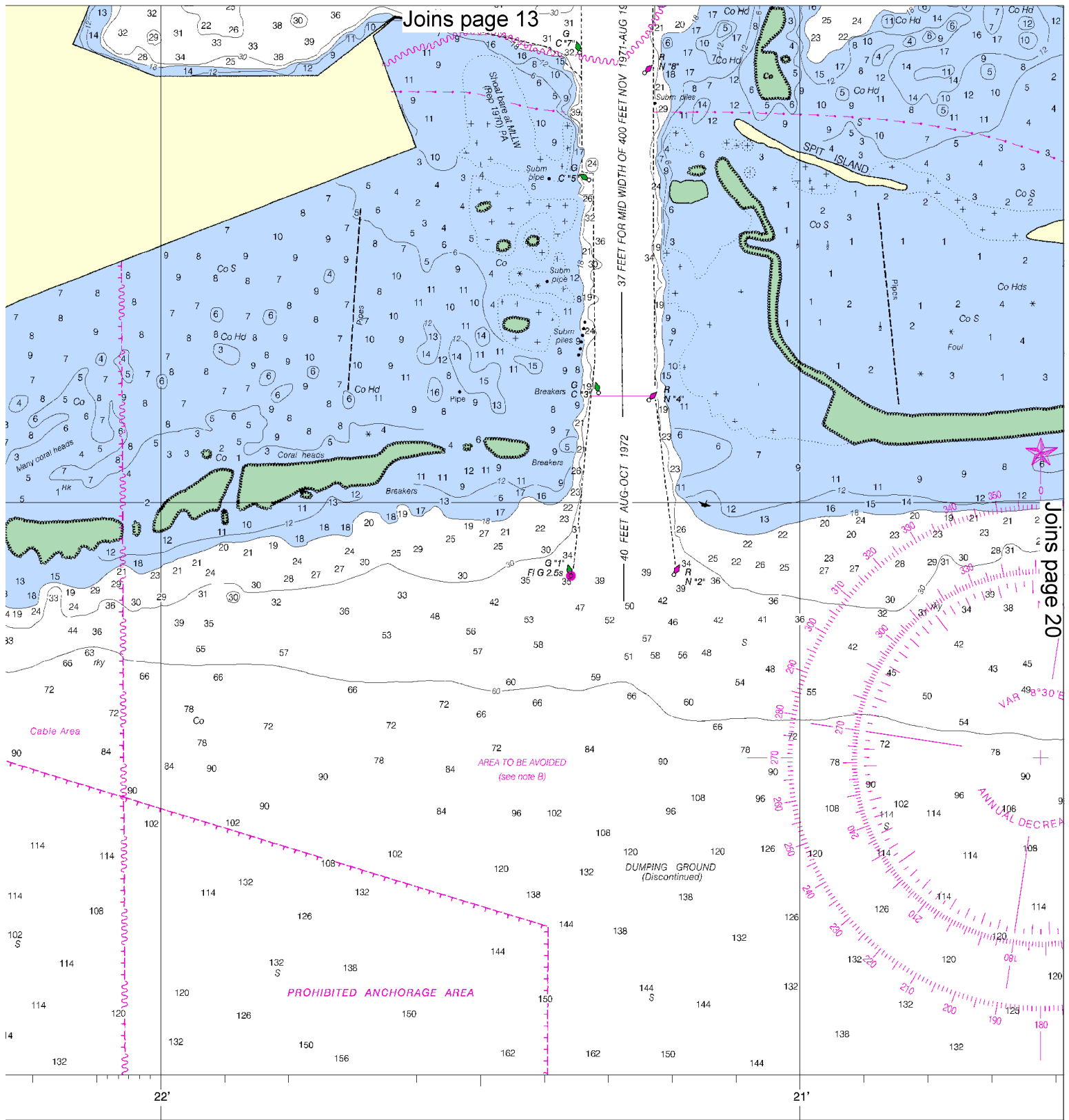
SOUNDINGS IN FEET

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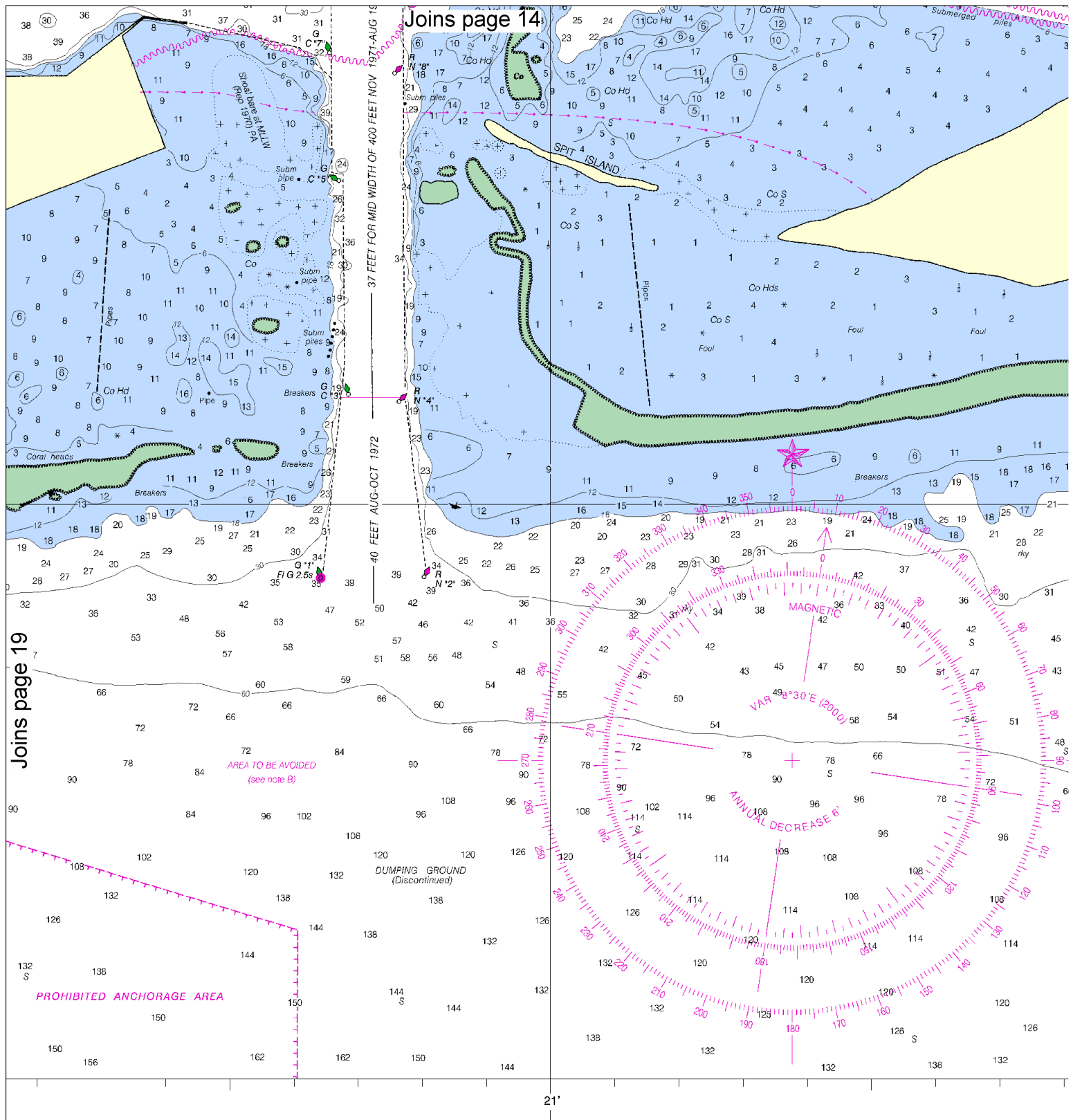
OUR SEAS AND OUR SKI



17



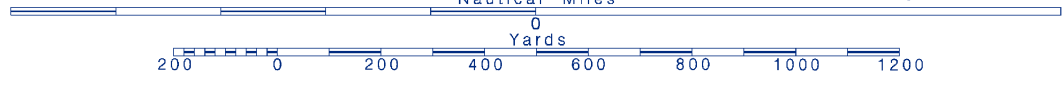
Washington, D.C.
 DEPARTMENT OF COMMERCE
 HYDROGRAPHIC SURVEY SERVICE
 NAVY



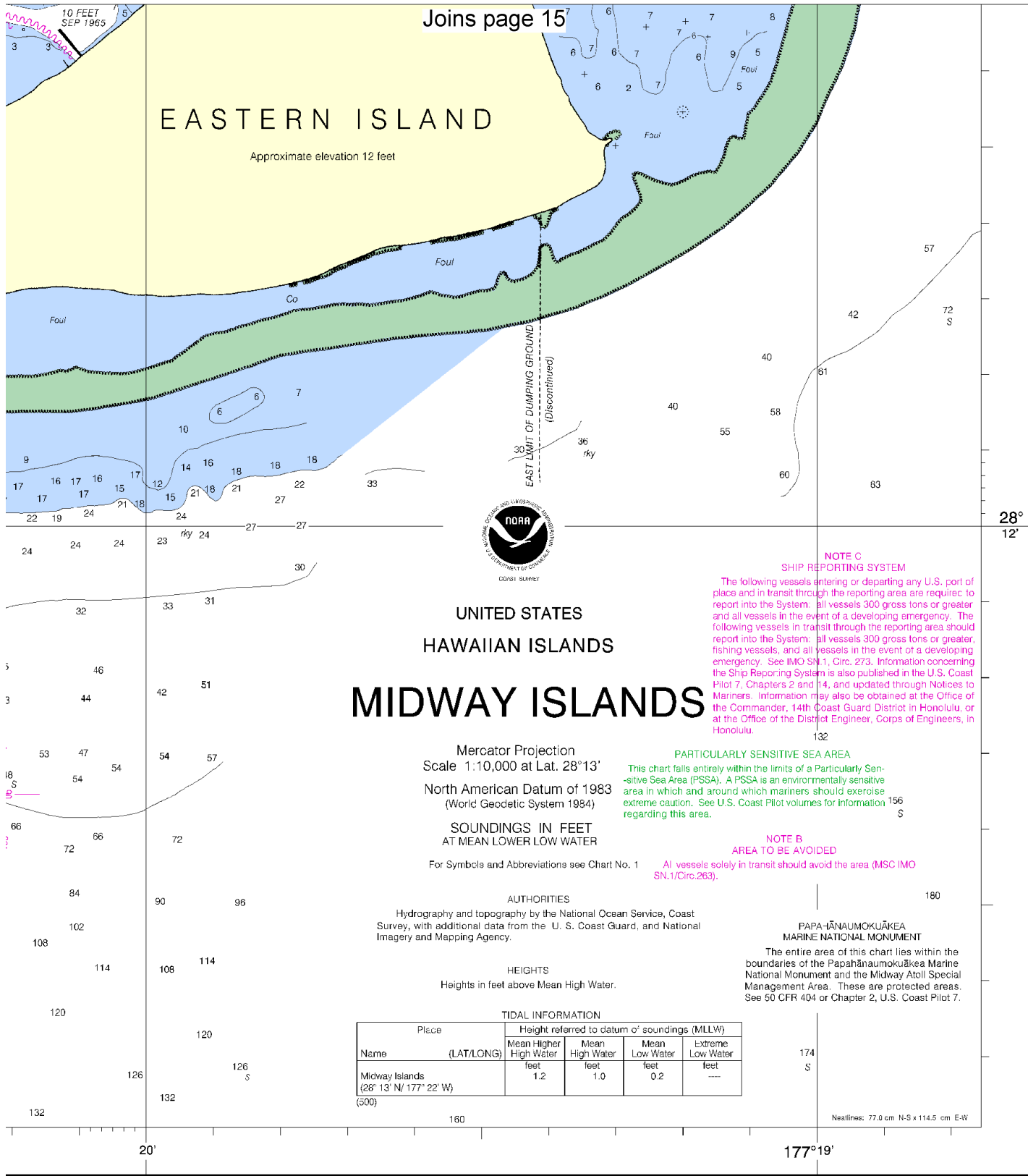
20



Printed at reduced scale. —SCALE 1:10,000— See Note on page 5.



FATHOM
FEET
METER



MIDWAY ISLANDS
SOUNDINGS IN FEET - SCALE 1:10,000

19482

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard Search & Rescue – 808-541-2500

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.